BLM LIBRARY
88077778

CALIFORNIA STATE OFFICE
LIBRARY COPY

Don't Give Yourself the Shaft!

BLM Library
Denver Federal Center
Bldg. 85, OC-521
P.O. Box 25047
Denver, CO 80225

Stay on the TRAILS

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

TL
235.7
.D66

THE ORV USER'S CODE OF ETHICS

1. I will protect and preserve the lands and respect the rights of landowners and land users.

2. I will respect other people who are enjoying the outdoors in their own way.

3. I will help protect the historic and natural features which attract me and others, and make our experience more enjoyable.

4. I will try not to disturb the plant and animal environment, nor harass wildlife or livestock with my vehicle.

5. I will stay on the trail.

6. I will leave my campsite better than I found it.

7. I will encourage the use of maps, educational materials, and equipment that will assure safety and enjoyment of the country.

8. I will travel prepared with first aid and other emergency equipment and supplies.

9. I will keep activities at the level of my physical and technical capability.

10. I will participate in decisionmaking and planning procedures that affect my sport; and I will help those managing the land where I enjoy my leisure.

11. I will encourage others to abide by laws and regulations, and discourage irresponsible behavior.

12. I will operate my vehicle only after the effects of bad weather have subsided so I will not unduly damage a trail or designated use area.

#1553027307 ID: 88077778 TL235.7 .D66

"Increasingly, 'education for leisure' is finding its place in our schools. The Bureau of Land Management's off-road vehicle campaign comes under this heading and is an appropriate facet of total education. By guiding young people in the safe and responsible use of off-road recreational vehicles, BLM is adding a new and relevant dimension not only to education for leisure, but to the ageless subject of citizenship. These efforts should help to protect the natural environment of our public lands in the West and to instill a sense of responsibility that simply *must* be part of sharing in the many uses of this land.

"I hope teachers everywhere will add their support to this educational effort."

—Willard H. McGuire, President
National Education Association

"Riding motorcycles is a lot of fun, but there's a lot to learn, too. It can be dangerous, and if you're not careful it's easy to ruin plants or scare wildlife. I don't want a lot of rules to spoil the fun, so I try to use my head so no one will get mad.

"I hope other kids will do the same."

—Doran Thomas
Moscow, Idaho

"I've been four-wheeling for ten years. I have enjoyed visiting the mountains, desert and seashores by way of old roads and trails. The trips have been made very interesting by learning more about the region I am visiting, and I do this by researching the background of the area, as well as the animal and plant life of the locale . . . I've found that by being more aware of the needs of each area, it brings about a greater concern and enjoyment of the area. Education brings about awareness, and awareness develops a respect for nature. It takes education, especially for kids and people new to the sport, and this is a job for us all."

—Mrs. Toni Lenz
Coyote Hills Chapter of the
Associated Blazers of California
Whittier, California

"When it comes to off-road vehicle use, BLM's guiding policies are simple: ORV recreation is considered an appropriate use of the public lands and must be provided for. At the same time, the rights of others must be considered and our natural resources protected. We will do our best to make recreational opportunities available, but we also have the responsibility of protecting the environment and the other people who use the land for recreation or commodity production. Obviously, we need all the cooperation we can get!"

—Mel Clausen, District Manager
Bureau of Land Management
Canon City, Colorado

TEACHER'S GUIDE

TO THE ORV USER'S CODE OF ETHICS

1. **I will protect and preserve the lands and respect the rights of landowners and land users.**

   This is as central in ORV use as the Golden Rule is in our daily lives. Considering the rights of others is a sign of a mature individual. From a more selfish standpoint, this point is the key to making sure the **privilege** of using ORV's is not taken away.

   The public lands managed by BLM belong to every American—we are all the landowners. But we must also respect our fellow owners and take care of the land and its resources as though it is theirs as well as our own. It is a bit like sharing a room or an apartment!

2. **I will respect other people who are enjoying the outdoors in their own way.**

   Try listing the recreational uses that your group and their families make of the public lands. It soon becomes apparent that potential conflicts exist—such as canoeing and motorboating, bird watching and shooting, horseback riding and trailbike riding. By being aware that others are seeking to have fun in their own way, we can reduce both our physical and psychological impacts on others. By being considerate (through **empathy**), more people can share the same natural resources.

3. **I will help protect the historic and natural features which attract me and others, and make our experience more enjoyable.**

   Historical and natural features are things we expect to enjoy on the public lands. Unfortunately, in many areas they are being destroyed through theft (artifacts, desert plants, etc.) or vandalism (the group can help here with examples that they have found objectionable). Historic and natural features on public lands are protected by law. But real protection must come from all of us. If it doesn't we will destroy the very things we like to find when we go to the out-of-doors.

4. **I will try not to disturb the plant and animal environment, nor harass wildlife or livestock with my vehicle.**

   All wild animals live a life that is precariously balanced through a dependence on their habitat. This includes their protective cover and their energy supply, or food. Any destruction of soil and vegetation destroys the shelter or food of some wild creature. Also, any time we cause a wild **or** domestic animal to run or fly, it costs the animal precious energy. Disturbance of animals also exposes them to dangers of other kinds. (Perhaps students can think of examples, such as various predators, injuries, breeding problems, etc.)

5. **I will stay on the trail.**

   This is the best way to protect soil, wildlife, plant life, our own safety,and our vehicles. Most riders also find that trails and dirt roads are more fun. Then, too, there is less danger of getting lost or accidentally starting a fire.

6. **I will leave my campsite better than I found it.**

   This is one step better than the old rule of leaving it as you found it. Some people call this process "naturalizing" the site. It might include: hauling out litter (**don't** bury it—frost heaving and animals often bring it back to the surface); removing nails and wire from trees; burying old ashes; scattering rocks from fire rings; and filling in ruts from tires or tent ditches. In developed areas, ORV users can sometimes make minor repairs to damaged facilities.

7. **I will encourage the use of maps, educational materials, and equipment.**

   One way of doing this is to share materials with others instead of throwing them away. Also, when leading a group, it is a good idea to obtain maps and as much other information as possible prior to the trip. Information helps prevent injuries, alert riders to fragile environmental conditions or needed protective measures, and it can add enjoyment to any outing.

   (Examples of maps, safety literature and other useful materials are available from all BLM and other land management offices. Having some examples on hand helps illustrate this point.)

8. **I will travel prepared with first aid and other emergency equipment and supplies.**

   The above is surely a cardinal rule, but like carrying a compass, it doesn't do a bit of good if you don't know how to use it. So, learning first aid, basic mechanics and some fundamentals of survival are important to anyone interested in ORV's. (Local opportunities for obtaining these skills might be pointed out. An exhibit of a good first aid kit and an experienced ORVer's emergency kit are good reinforcements when discussing this point.)

9. **I will keep activities at the level of my physical and technical capability.**

   The use of any ORV may appear easy in a parking lot or the backyard. However, in off-road situations (considered as any riding off paved roads) many things are encountered that require skill that only comes with years of experience. Knowing one's limitations is the best prevention of injuries—not only to self, but to other people sharing the trail. Knowing one's limitations includes stopping before becoming exhausted, because accidents happen more frequently when we are tired.

10. **I will participate in decisionmaking and planning procedures that affect my sport, and I will help those managing the land where I enjoy my leisure.**

    This is part of the democratic way of life. It follows the same principles as using one's vote or expressing one's opinions. But in this case, it also includes sharing one's knowledge of terrain features, hazards, special opportunities, or other information. BLM managers regularly invite citizen input at workshops and hearings prior to making decisions about land closures, new trails or bridges, new rules, or other things that affect ORV users.

11. **I will encourage others to abide by laws and regulations, and discourage irresponsible behavior.**

    Not everyone will see this code of user ethics, so it becomes our responsibility to share this knowlege with others, especially brothers, sisters, and parents. Also, there is nothing quite as effective for stopping destructive behavior as having it pointed out by another ORV user. However, incidents involving strangers should be reported to officials rather than taking a chance of creating a dangerous encounter. (Perhaps the group will have suggestions about tactfully showing disapproval of lawless or unethical behavior.)

12. **I will operate my vehicle only after the effects of bad weather have subsided so I will not unduly damage a trail or designated use area.**

    Motor vehicles cause their greatest amount of damage when the ground is soft from rain or melting snow. Learn to recognize these conditions, and avoid soft areas or wait for better weather. Spin-outs and ruts destroy vegetation, start soil erosion, create water pollution, and produce rough going for other vehicles, horses and people on foot.

Permission is hereby granted to duplicate and distribute any material on the back of this poster. The Code of Ethics is especially suggested as a teaching aid for the discussion of this topic that is so relevant to our western lands.

Don't Give Yourself the Shaft!

Stay on the TRAILS

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

THE ORV USER'S CODE OF ETHICS

1. I will protect and preserve the lands and respect the rights of landowners and land users.
2. I will respect other people who are enjoying the outdoors in their own way.
3. I will help protect the historic and natural features which attract me and others, and make our experience more enjoyable.
4. I will try not to disturb the plant and animal environment, nor harass wildlife or livestock with my vehicle.
5. I will stay on the trail.
6. I will leave my campsite better than I found it.
7. I will encourage the use of maps, educational materials, and equipment that will assure safety and enjoyment of the country.
8. I will travel prepared with first aid and other emergency equipment and supplies.
9. I will keep activities at the level of my physical and technical capability.
10. I will participate in decisionmaking and planning procedures that affect my sport; and I will help those managing the land where I enjoy my leisure.
11. I will encourage others to abide by laws and regulations, and discourage irresponsible behavior.
12. I will operate my vehicle only after the effects of bad weather have subsided so I will not unduly damage a trail or designated use area.

TEACHER'S GUIDE

TO THE ORV USER'S CODE OF ETHICS

1. **I will protect and preserve the lands and respect the rights of landowners and land users.**

   This is as central in ORV use as the Golden Rule is in our daily lives. Considering the rights of others is a sign of a mature individual. From a more selfish standpoint, this point is the key to making sure the **privilege** of using ORV's is not taken away.

   The public lands managed by BLM belong to every American—we are all the landowners. But we must also respect our fellow owners and take care of the land and its resources as though it is theirs as well as our own. It is a bit like sharing a room or an apartment!

2. **I will respect other people who are enjoying the outdoors in their own way.**

   Try listing the recreational uses that your group and their families make of the public lands. It soon becomes apparent that potential conflicts exist—such as canoeing and motorboating, bird watching and shooting, horseback riding and trailbike riding. By being aware that others are seeking to have fun in their own way, we can reduce both our physical and psychological impacts on others. By being considerate (through **empathy**), more people can share the same natural resources.

3. **I will help protect the historic and natural features which attract me and others, and make our experience more enjoyable.**

   Historical and natural features are things we expect to enjoy on the public lands. Unfortunately, in many areas they are being destroyed through theft (artifacts, desert plants, etc.) or vandalism (the group can help here with examples that they have found objectionable). Historic and natural features on public lands are protected by law. But real protection must come from all of us. If it doesn't we will destroy the very things we like to find when we go to the out-of-doors.

4. **I will try not to disturb the plant and animal environment, nor harass wildlife or livestock with my vehicle.**

   All wild animals live a life that is precariously balanced through a dependence on their habitat. This includes their protective cover and their energy supply, or food. Any destruction of soil and vegetation destroys the shelter or food of some wild creature. Also, any time we cause a wild **or** domestic animal to run or fly, it costs the animal precious energy. Disturbance of animals also exposes them to dangers of other kinds. (Perhaps students can think of examples, such as various predators, injuries, breeding problems, etc.)

5. **I will stay on the trail.**

   This is the best way to protect soil, wildlife, plant life, our own safety, and our vehicles. Most riders also find that trails and dirt roads are more fun. Then, too, there is less danger of getting lost or accidentally starting a fire.

6. **I will leave my campsite better than I found it.**

   This is one step better than the old rule of leaving it as you found it. Some people call this process "naturalizing" the site. It might include: hauling out litter (**don't** bury it—frost heaving and animals often bring it back to the surface); removing nails and wire from trees; burying old ashes; scattering rocks from fire rings; and filling in ruts from tires or tent ditches. In developed areas, ORV users can sometimes make minor repairs to damaged facilities.

7. **I will encourage the use of maps, educational materials, and equipment.**

   One way of doing this is to share materials with others instead of throwing them away. Also, when leading a group, it is a good idea to obtain maps and as much other information as possible prior to the trip. Information helps prevent injuries, alert riders to fragile environmental conditions or needed protective measures, and it can add enjoyment to any outing.

   (Examples of maps, safety literature and other useful materials are available from all BLM and other land management offices. Having some examples on hand helps illustrate this point.)

8. **I will travel prepared with first aid and other emergency equipment and supplies.**

   The above is surely a cardinal rule, but like carrying a compass, it doesn't do a bit of good if you don't know how to use it. So, learning first aid, basic mechanics and some fundamentals of survival are important to anyone interested in ORV's. (Local opportunities for obtaining these skills might be pointed out. An exhibit of a good first aid kit and an experienced ORVer's emergency kit are good reinforcements when discussing this point.)

9. **I will keep activities at the level of my physical and technical capability.**

   The use of any ORV may appear easy in a parking lot or the backyard. However, in off-road situations (considered as any riding off paved roads) many things are encountered that require skill that only comes with years of experience. Knowing one's limitations is the best prevention of injuries—not only to self, but to other people sharing the trail. Knowing one's limitations includes stopping before becoming exhausted, because accidents happen more frequently when we are tired.

10. **I will participate in decisionmaking and planning procedures that affect my sport, and I will help those managing the land where I enjoy my leisure.**

    This is part of the democratic way of life. It follows the same principles as using one's vote or expressing one's opinions. But in this case, it also includes sharing one's knowledge of terrain features, hazards, special opportunities, or other information. BLM managers regularly invite citizen input at workshops and hearings prior to making decisions about land closures, new trails or bridges, new rules, or other things that affect ORV users.

11. **I will encourage others to abide by laws and regulations, and discourage irresponsible behavior.**

    Not everyone will see this code of user ethics, so it becomes our responsibility to share this knowlege with others, especially brothers, sisters, and parents. Also, there is nothing quite as effective for stopping destructive behavior as having it pointed out by another ORV user. However, incidents involving strangers should be reported to officials rather than taking a chance of creating a dangerous encounter. (Perhaps the group will have suggestions about tactfully showing disapproval of lawless or unethical behavior.)

12. **I will operate my vehicle only after the effects of bad weather have subsided so I will not unduly damage a trail or designated use area.**

    Motor vehicles cause their greatest amount of damage when the ground is soft from rain or melting snow. Learn to recognize these conditions, and avoid soft areas or wait for better weather. Spin-outs and ruts destroy vegetation, start soil erosion, create water pollution, and produce rough going for other vehicles, horses and people on foot.

Permission is hereby granted to duplicate and distribute any material on the back of this poster. The Code of Ethics is especially suggested as a teaching aid for the discussion of this topic that is so relevant to our western lands.

TL 235.7 .D66

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Don't Give Yourself the Shaft!

BLM Library
Denver Federal Center
Bldg. 85, OC-521
P.O. Box 25047
Denver, CO 80225

8807778

WORTH WRITING FOR . . .

Off-Road Vehicle Recreation. Produced by the Bureau of Land Management. For sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

4 Wheeling. Produced by the USDA Forest Service. Available from: USDA Forest Service, Rocky Mountain Region, Lakewood, CO. 80225

A Trail Rider's Guide to the Environment by Shaun Bennett. For sale by American Motorcyclist Association, Westerville, Ohio 43081

WORTH ASKING FOR . . .

Managers of public land are required by law to base land-use decisions on the results of a detailed planning process that includes full citizen involvement. In any area where the use of ORV's has been identified as an issue, a study must be made to determine if the area may be open to unrestricted ORV use, open only on a limited basis, or closed entirely to prevent unacceptable environmental damage. Maps are then prepared to make the resulting decisions known to all recreationists. Contact your nearest BLM office to find out how you can participate in such management decisions. Also ask for maps and other information about the lands that belong to all of us.

THE BUREAU OF LAND MANAGEMENT

The Bureau of Land Management (BLM) was created in 1946 when Congress combined the U.S. Grazing Service and the General Land Office. Initially, BLM's responsibility was to administer the more than 473 million acres of land remaining "unappropriated" in the public domain. In 1976, passage of The Federal Land Policy and Management Act ended national "disposal" policies that began shortly after the end of the Revolutionary War. Instead Congress officially charged BLM with multiple use management of the public land for all Americans for all time.

BLM today is responsible for the management of 337 million acres. It also administers the Nation's cadastral survey and mineral leasing programs, including those on the Outer Continental Shelf.

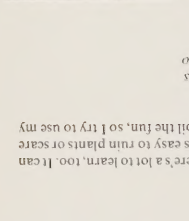
The guiding policy for BLM's management is to utilize the many values of our renewable and nonrenewable natural resources to best meet the present *and* future needs of the American people. This includes, but is not limited to, recreation, range, timber, minerals, watershed, wildlife, fish, and natural scenic, scientific and historical values. Importantly, this heritage is to be managed harmoniously and without permanent impairment of the productivity of the land.

"When it comes to off-road vehicle use, BLM's guiding policies are simple: ORV recreation is considered an appropriate use of the public lands and must be provided for. At the same time, the rights of others must be considered and our natural resources protected. We will do our best to make recreational opportunities available, but we also have the responsibility of protecting the environment and the other people who use the land for recreation or commodity production. Obviously, we need all the cooperation we can get!"

—Mel Clauson, District Manager
Bureau of Land Management
Canon City, Colorado

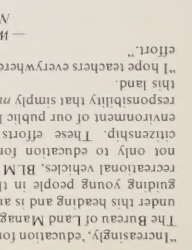
"I've been four-wheeling for ten years. I have enjoyed visiting the mountains, desert and seashores by way of old roads and trails. The trips have been made very interesting by learning more about the region I am visiting, and I do this by researching the background of the area, as well as the animal and plant life of the locale . . . I've found that by being more aware of the needs of each area, it brings about a greater concern and enjoyment of the area. Education brings about awareness, and awareness develops a respect for nature. It takes education, especially for kids and people new to the sport, and this is a job for us all."

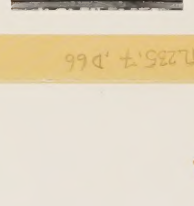
—Mrs. Toni Lenz
Coyote Hills Chapter of the
Associated Blazers of California
Whittier, California



"Riding motorcycles is a lot of fun, but there's a lot to learn, too. It can be dangerous, and if you're not careful it's easy to ruin plants or scare wildlife. I don't want a lot of rules to spoil the fun, so I try to use my head so no one will get mad.
"I hope other kids will do the same."

—Doran Thomas
Moscow, Idaho





"I hope teachers everywhere will add their support to this educational effort."

—Willard H. McGuire, President
National Education Association

TEN GOOD REASONS TO 'STAY ON THE TRAIL'

In its handbook for purchasers of new trail bikes, the Motorcycle Industry Council offers a clear warning to ORV users:

"Random riding across the land is a sure way to run the sport right off the land and back to the pavement. Asphalt trails aren't much fun."

It also recommends:

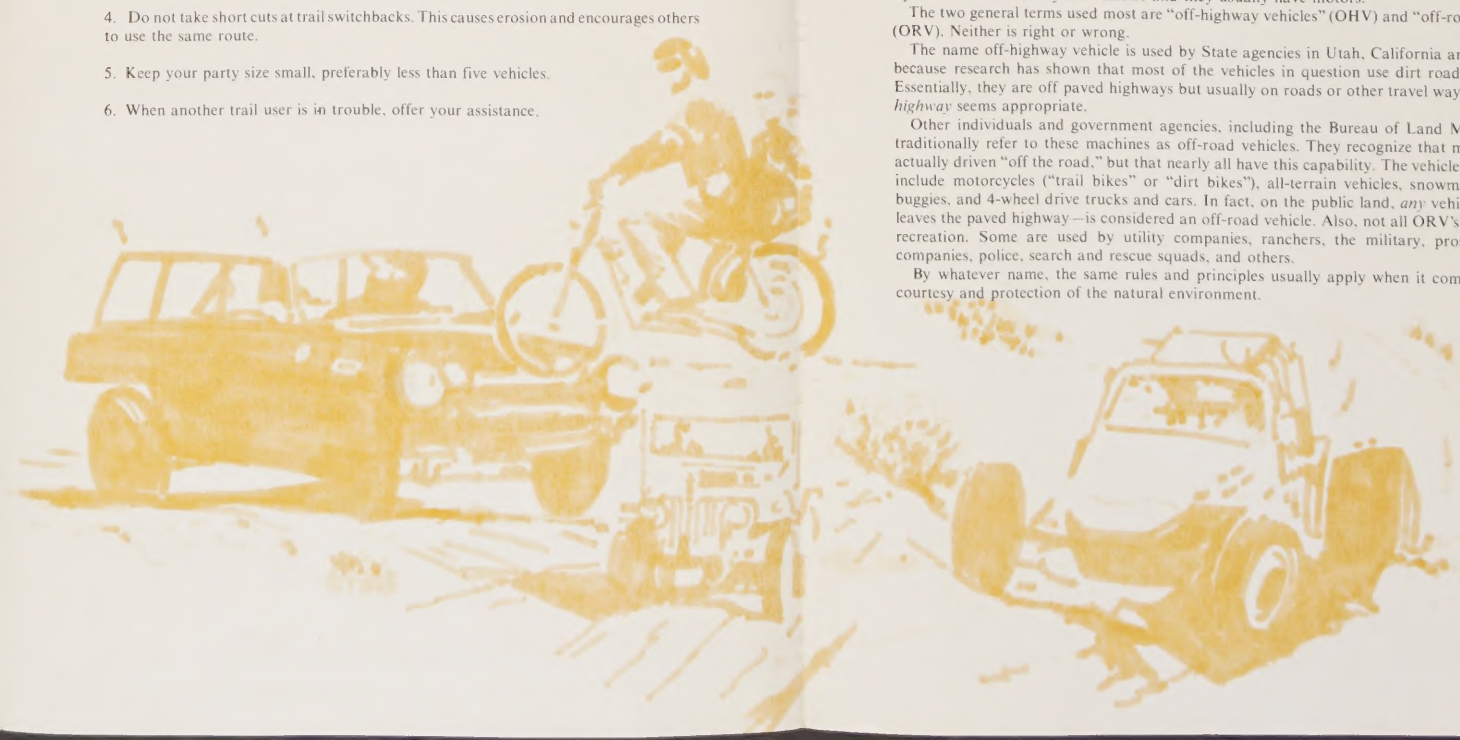
"Stick to the trails, even if you ride in wide open lands where your bike can take you whichever way it happens to be heading. Stick to the established trails, and leave the rest of the land to its natural users."

This is good advice. Not only does riding "cross-country" irritate many farmers, landowners and nonmotorized recreationists, it can also lead to a lot of problems. Perhaps you and your group can think of more reasons why it is best to stay on trails and roadways, but here are a few for starters:

1. Vertical, man-made mine shafts and naturally caused "sink holes" are almost impossible to see when riding off trails and roadways. Many are not known or marked on maps. Abandoned wells and occasional hot springs add to these hidden dangers.
2. Cliffs and other abrupt dropoffs annually cause accidents and deaths. Staying on travelled ways is an easy and sure method to prevent these tragedies.
3. Using trails and roads is also the best way to prevent getting lost or stranded away from help.
4. Using trails and roads also helps prevent unintentional straying onto private land.
5. When on a trail or roadway, ORV's are less likely to frighten wildlife, damage their habitat, or otherwise intrude in a way that could lead to harm.
6. Especially in deserts and high in the mountains, ORV's can lead to disturbances of soil and vegetation that it would take nature decades to repair. Soil structure, the sweeping wind, lack of moisture, and other site factors make these environments both special and fragile.
7. In any climate or cover type, leaving established travel paths can disturb soil and vegetation and be the start of new soil erosion.
8. Snowmobiles run best on the packed snow of a groomed or well-traveled trail. Life-threatening situations are created in deeper snow where no other travelers have gone. Struggling with a bogged-down machine or trying to walk in deep snow can lead to exhaustion and heart attacks.
9. Riding cross-country is harder on a vehicle, raising the chances for punctured tires or broken parts.
10. And, it's usually simply more fun and less work to stay on the trail or road!

ORV TRAIL COURTESY

1. When encountering a horseman traveling in the opposite direction, pull over and turn off your engine until the horse has safely passed. Your engine may spook the horse if left running or if re-started too soon.
2. When overtaking a horseman, follow patiently at a safe distance for a reasonable time so that he may pull off at the next suitable location to allow you to pass. Then pass slowly and as quietly as possible.
3. Approach foot traffic slowly and pass cautiously when they have moved off the trail. Remember, they may have awkward packs, small children, or pets.
4. Do not take short cuts at trail switchbacks. This causes erosion and encourages others to use the same route.
5. Keep your party size small, preferably less than five vehicles.
6. When another trail user is in trouble, offer your assistance.



THE SEMANTIC RIDDLE

They whirr, grind, buzz and roar,
Some raise dust, some spray snow,
Some have two wheels, some have three,
Some have none and others four.
Some are fast, some are slow,
And there's almost no place they can't go.
What are they?

Actually, that's a good question! Some folks call them off-road vehicles; others call them off-highway vehicles. They're also called cats, buggies, rigs, jeeps, wheels, and bikes to name a few. By whatever name, they are vehicles and they usually have motors.

The two general terms used most are "off-highway vehicles" (OHV) and "off-road vehicles" (ORV). Neither is right or wrong.

The name off-highway vehicle is used by State agencies in Utah, California and by others because research has shown that most of the vehicles in question use dirt roads and trails. Essentially, they are off paved highways but usually on roads or other travel ways. Thus, off-*highway* seems appropriate.

Other individuals and government agencies, including the Bureau of Land Management, traditionally refer to these machines as off-road vehicles. They recognize that many are not actually driven "off the road," but that nearly all have this capability. The vehicles in question include motorcycles ("trail bikes" or "dirt bikes"), all-terrain vehicles, snowmobiles, dune buggies, and 4-wheel drive trucks and cars. In fact, on the public land, *any* vehicle—when it leaves the paved highway—is considered an off-road vehicle. Also, not all ORV's are used for recreation. Some are used by utility companies, ranchers, the military, prospectors, oil companies, police, search and rescue squads, and others.

By whatever name, the same rules and principles usually apply when it comes to safety, courtesy and protection of the natural environment.

TEN GOOD REASONS TO 'STAY ON THE TRAIL'

In its handbook for purchasers of new trail bikes, the Motorcycle Industry Council offers a clear warning to ORV users:

"Random riding across the land is a sure way to run the sport right off the land and back to the pavement. Asphalt trails aren't much fun."

It also recommends:

"Stick to the trails, even if you ride in wide open lands where your bike can take you whichever way it happens to be heading. Stick to the established trails, and leave the rest of the land to its natural users."

This is good advice. Not only does riding "cross-country" irritate many farmers, landowners and nonmotorized recreationists, it can also lead to a lot of problems. Perhaps you and your group can think of more reasons why it is best to stay on trails and roadways, but here are a few for starters:

1. Vertical, man-made mine shafts and naturally caused "sink holes" are almost impossible to see when riding off trails and roadways. Many are not known or marked on maps. Abandoned wells and occasional hot springs add to these hidden dangers.

2. Cliffs and other abrupt dropoffs annually cause accidents and deaths. Staying on travelled ways is an easy and sure method to prevent these tragedies.

3. Using trails and roads is also the best way to prevent getting lost or stranded away from help.

4. Using trails and roads also helps prevent unintentional straying onto private land.

5. When on a trail or roadway, ORV's are less likely to frighten wildlife, damage their habitat, or otherwise intrude in a way that could lead to harm.

6. Especially in deserts and high in the mountains, ORV's can lead to disturbances of soil and vegetation that it would take nature decades to repair. Soil structure, the sweeping wind, lack of moisture, and other site factors make these environments both special and fragile.

7. In any climate or cover type, leaving established travel paths can disturb soil and vegetation and be the start of new soil erosion.

8. Snowmobiles run best on the packed snow of a groomed or well-traveled trail. Life-threatening situations are created in deeper snow where no other travelers have gone. Struggling with a bogged-down machine or trying to walk in deep snow can lead to exhaustion and heart attacks.

9. Riding cross-country is harder on a vehicle, raising the chances for punctured tires or broken parts.

10. And, it's usually simply more fun and less work to stay on the trail or road!

ORV TRAIL COURTESY

1. When encountering a horseman traveling in the opposite direction, pull over and turn off your engine until the horse has safely passed. Your engine may spook the horse if left running or if re-started too soon.

2. When overtaking a horseman, follow patiently at a safe distance for a reasonable time so that he may pull off at the next suitable location to allow you to pass. Then pass slowly and as quietly as possible.

3. Approach foot traffic slowly and pass cautiously when they have moved off the trail. Remember, they may have awkward packs, small children, or pets.

4. Do not take short cuts at trail switchbacks. This causes erosion and encourages others to use the same route.

5. Keep your party size small, preferably less than five vehicles.

6. When another trail user is in trouble, offer your assistance.

THE SEMANTIC RIDDLE

They whirr, grind, buzz and roar,
Some raise dust, some spray snow,
Some have two wheels, some have three,
Some have none and others four.
Some are fast, some are slow,
And there's almost no place they can't go.
What are they?

Actually, that's a good question! Some folks call them off-road vehicles; others call them off-highway vehicles. They're also called cats, buggies, rigs, jeeps, wheels, and bikes to name a few. By whatever name, they are vehicles and they usually have motors.

The two general terms used most are "off-highway vehicles" (OHV) and "off-road vehicles" (ORV). Neither is right or wrong.

The name off-highway vehicle is used by State agencies in Utah, California and by others because research has shown that most of the vehicles in question use dirt roads and trails. Essentially, they are off paved highways but usually on roads or other travel ways. Thus, off-*highway* seems appropriate.

Other individuals and government agencies, including the Bureau of Land Management, traditionally refer to these machines as off-road vehicles. They recognize that many are not actually driven "off the road," but that nearly all have this capability. The vehicles in question include motorcycles ("trail bikes" or "dirt bikes"), all-terrain vehicles, snowmobiles, dune buggies, and 4-wheel drive trucks and cars. In fact, on the public land, *any* vehicle—when it leaves the paved highway—is considered an off-road vehicle. Also, not all ORV's are used for recreation. Some are used by utility companies, ranchers, the military, prospectors, oil companies, police, search and rescue squads, and others.

By whatever name, the same rules and principles usually apply when it comes to safety, courtesy and protection of the natural environment.

WORTH WRITING FOR . . .

Off-Road Vehicle Recreation. Produced by the Bureau of Land Management. For sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

4 Wheeling. Produced by the USDA Forest Service. Available from: USDA Forest Service, Rocky Mountain Region, Lakewood, CO. 80225

A Trail Rider's Guide to the Environment by Shaun Bennett. For sale by American Motorcyclist Association, Westerville, Ohio 43081

WORTH ASKING FOR . . .

Managers of public land are required by law to base land-use decisions on the results of a detailed planning process that includes full citizen involvement. In any area where the use of ORV's has been identified as an issue, a study must be made to determine if the area may be open to unrestricted ORV use, open only on a limited basis, or closed entirely to prevent unacceptable environmental damage. Maps are then prepared to make the resulting decisions known to all recreationists. Contact your nearest BLM office to find out how you can participate in such management decisions. Also ask for maps and other informative literature about the lands that belong to all of us.

THE BUREAU OF LAND MANAGEMENT

The Bureau of Land Management (BLM) was created in 1946 when Congress combined the U.S. Grazing Service and the General Land Office. Initially, BLM's responsibility was to administer the more than 473 million acres of land remaining "unappropriated" in the public domain. In 1976, passage of The Federal Land Policy and Management Act ended national "disposal" policies that began shortly after the end of the Revolutionary War. Instead Congress officially charged BLM with multiple use management of the public land for all Americans for all time.

BLM today is responsible for the management of 337 million acres. It also administers the Nation's cadastral survey and mineral leasing programs, including those on the Outer Continental Shelf.

The guiding policy for BLM's management is to utilize the many values of our renewable and nonrenewable natural resources to best meet the present *and* future needs of the American people. This includes, but is not limited to, recreation, range, timber, minerals, watershed, wildlife, fish, and natural scenic, scientific and historical values. Importantly, this heritage is to be managed harmoniously and without permanent impairment of the productivity of the land.